

AMENDMENTS TO THE CLAIMS

1-17. (Canceled)

18. (Previously Presented) Method of manufacture of a piston for an internal combustion engine, the said piston being formed from a steel part cast in one piece, wherein heating of a billet is carried out so as to bring it to an intermediate temperature between its solidus temperature and its liquidus temperature, and that shaping thereof by thixoforging is carried out, wherein the steel piston has a composition, in percentages by weight, of:

- $0.35\% \leq C \leq 1.2\%$
- $0.10\% \leq Mn \leq 2.0\%$
- $0.10\% \leq Is \leq 1.0\%$
- $traces \leq Cr \leq 4.5\%$
- $traces \leq Mo \leq 2.0\%$
- $traces \leq Ni \leq 4.5\%$
- $traces \leq V \leq 0.5\%$
- $traces \leq Cu \leq 3.5\%$
- $traces \leq Al \leq 0.060\%$
- $traces \leq Ca \leq 0.050\%$
- $traces \leq B \leq 100 \text{ ppm}$
- $traces \leq Ti \leq 0.050\%$
- $traces \leq Nb \leq 0.050\%$

the other elements being iron and conventional impurities resulting from the manufacture.

19. (Previously Presented) The method of Claim 18, wherein the steel piston includes up to 0.180% of S and one at least of the elements chosen from amongst up to 0.080% of Bi, up to 0.020% of Te, up to 0.040% of Se, up to 0.070% of Pb.

20-27. (Canceled)